

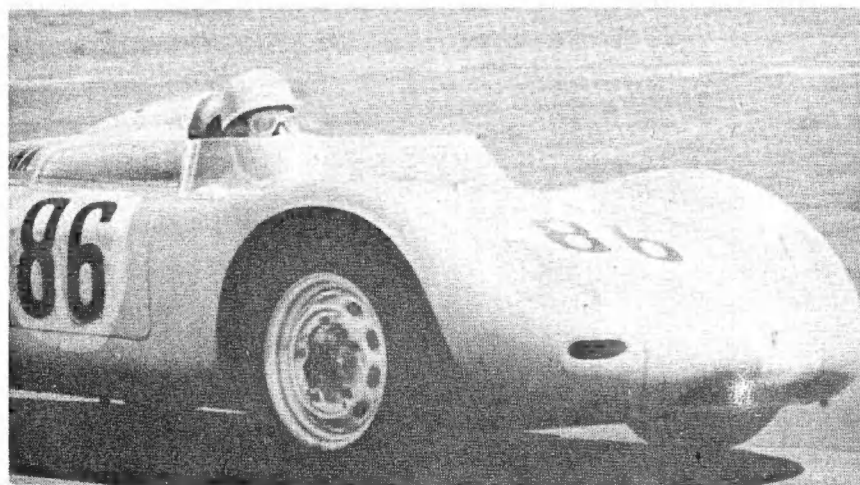
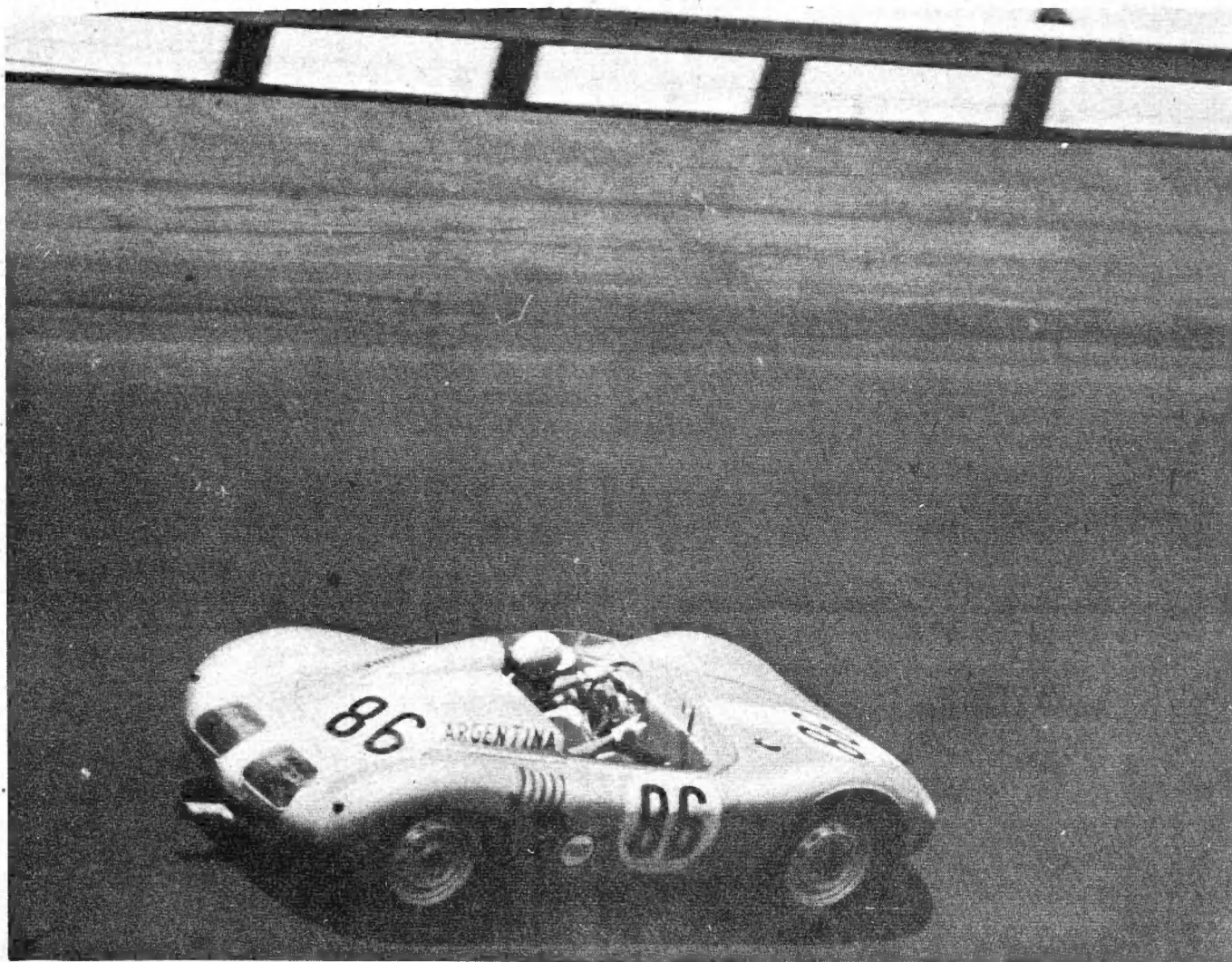
MOTOR RACING

and
ECONOMY CAR NEWS

Vol 4--No.13--Culver City, Calif.
(Published Bi-Weekly except last issue of Calendar Year)

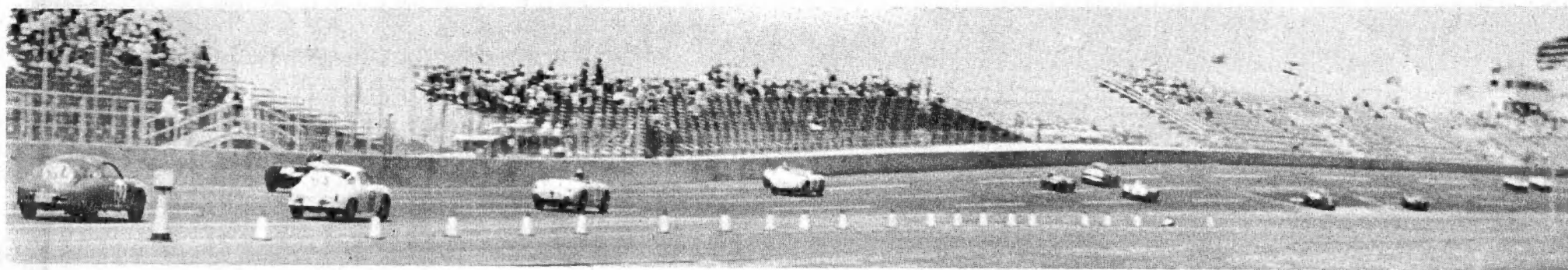
April 17-24, 1959

15¢ Cheap



PORSCHE RSK

THE SPECTACULAR German car won the 6-hour, 560-mile sports car race last April 5 at the new Daytona Beach Intl. Speedway. Above, Count Antonio von Dory of Argentina booms the car around one of the steeply-banked turns, while at left he is shown on the 1.31-mile paved infield road section of the 3.81-mile course. His Argentine co-driver was Robert Mieres. They averaged 93.345mph. Story, Pg. 1; chart, and other photos, back cover. (Photos by Jack Brady)



SPORTS CARS HEAD TOWARD BANKED TURN AT NEW DAYTONA INTERNATIONAL SPEEDWAY

Potter, Going Join Motoracing

Insuring broader editorial coverage and advertising representation, MOTORACING with this issue adds to its staff two experts in the automotive field, particularly as it concerns sports and economy cars.

They are James E. Potter, who becomes associate editor, and James D. Going, new advertising manager.



JAMES E. POTTER

ing manager. They are well known and have national reputations in their respective fields.

Potter was managing editor of MOTOR TREND for three years, and for the past five years has produced various automotive books for that national publication.

These include the annual Cars of the World Series, Custom Cars Annual, Hot Rod Annual, and, in 1956, a book, Sports Cars. During the 10 years that he has been in automotive work, Potter has done extensive freelance writing for many publications, including MOTOR TREND, MOTOR LIFE, SPORTS CARS ILLUSTRATED, CAR CRAFT and HOT ROD. Additionally, he has put together a book on drag racing.

A veteran photographer, in addition, he illustrates all his books and articles. Potter also has done extensive road

testing of sports, economy and Detroit cars.

Bringing his vast road testing experience to this publication, he will do all of MOTORACING's future road tests. He will also write articles and do a column on the surging economy cars and conduct automotive surveys.

Jim Going needs no in-



JAMES D. GOING

troduction to the automotive set. His handsome face has been noted at all meetings and parties having to do with the imported car field during the past eight years.

For five years he was advertising manager of MOTOR TREND, and later served in that capacity with the monthly magazine, WATER WORLD.

He also has a trade advertising background, having served for five years with Jenkins Publications. Going has avidly followed the surge of the sports car and then the economy car, and there are few imported car soirees where Jim Going has not been represented.

Going knows the advertising business thoroughly, having served with various agencies in both sales and production.

Welcome to MOTORACING, Jim Potter and Jim Going.

FOUR SCCA REGIONS GO AT DEL MAR

(Course map --Page 2)

A 10-event sports car road racing program will be staged May 2-3 on a 1-1/2 mile course built on the parking area of the horse race track near San Diego.

Lindley Bothwell, chief steward for the race and member of the SCCA's national activities board, said the two-day speed carnival is sponsored by SCCA regional groups of Los Angeles, San Diego, San Francisco and Arizona.

Headlining the program will be a 35-mile main event for the big bombs, the modified class of 1500cc and over.

Four races and qualifying will be held on Saturday, with six on Sunday, May 3.

The course is so constructed that spectators from any point can see every bit of action on the entire layout.

"It is the greatest short course, and the most spectacular for sports car racing that I've ever seen," enthused Bothwell. The course has eight twists and turns.

In the News

Some 150 cars and drivers compete in the SF SCCA Lions club races at Stockton, Calif., April 18-19. They also have a concours on tap.

Dan Gurney, George Constantine and Bruce Kessler are among drivers to receive awards at USAC's awards banquet May 11 at Indianapolis AC. Dan was the '58 road race division winner.

John Brophy is general chairman of the SCCA Great Salt Lake road races to be held at West Jordan, Utah, May 16-17.

Snell Memorial Foundation has reinstated approval of the

(Cont. on Page 6, Col. 4)

SEX and sports cars

Sports car buffs were wondering last week just how sexually inadequate and inferior they are compared to the Joe Blow who drives a Detroit elephant.

This was the aftermath of a report before the Western Safety Congress here by Dr. Jerome M. Kummer, psychiatrist from UCLA Medical Center.

Feelings of sexual inadequacy find expression in erratic driving habits, Dr. Kummer said, adding:

"Evidence of the use of automobiles as buffers for feelings of sexual inferiority is easily observed in our teenage boys, and their preoccupation with their 'hot rods,' just as it is to be observed in their older brothers...and fathers...with their more sophisticated versions, now disguised with the more proper-sounding name, 'sports cars.'"

Many Factors

Dr. Kummer declared: "Innumerable factors go into making up a person's attitudes and behavior behind the wheel---the culture in which he lives, his emotional background, together with the current life situation...all combine into creating the way a driver will function at any given time.

"Poor drivers are usually found to be immature, unstable, nonconformist, and anti-social. Difficulty in dealing with aggressive feelings is often, noted and poor drivers often use their cars as means of evading intense feelings of sexual inadequacy."

What do people think of



DR. JEROME M. KUMMER

you in relation to your car? This is what Dr. Kummer said: "The automobile has become one of the more prominent socio-economical symbols of status and prestige. The manufacturers and their advertising agencies have gone to extremes to enhance whatever natural tendencies that may have existed along these lines, and appear to have thoroughly succeeded in their aim to convince the average American that an older car, one that is smaller, less powerful or less expensive will cause those around him to think less of him."

Another Study

Ken Hartman of Covina, USC psychologist, is conducting a psychological study of the personality of sports car drivers and how they differ from other groups tested.

It is the largest study of its kind. He has given 150 tests to CSCC drivers, and has written to the Women's Sports Car Club. There is no connection between his study and Dr. Kummer's.

MOTOR RACING And ECONOMY CAR NEWS

Vol. 4--No. 13--Culver City, Calif. April 17-24, 1959
Bi-Weekly except last issue of Calendar Year 15c



2 SPORTS CAR figures scored class victories in last week's Mobil Economy Run from LA to Kansas City. They were Mary Hauser, ex-driver and secretary of the Cal Club, shown above practicing for the run in a go-kart, and Jim Parkinson, top Burbank race driver, inset. Mary won class B (low price, 6-cyl) in Chevy Biscayne, 22.38mpg; Jim, class F (high price), Cadillac 62, 19.03mpg. Complete class winners elsewhere in this issue.

Split-Second Timers Used in Natl. Rally

TUCSON, Ariz., April 15--Split-Second Timers, originally designed to time the Olympic Games, will be timed with the Longines

ARGENTINE DUO DAYTONA VICTOR IN PORSCHE RSK

BY FRED & JACKIE PFISTERER

Special to MOTORACING

(Photos, front & back covers; chart, back cover)

DAYTONA BEACH, April 5. --- Count Antonio von Dory, former Hungarian motorcycle champion of Buenos Aires, and co-driver Argentine sports car champion Robert Mieres, drove their 1498cc, 167hp, Porsche RSK to victory in today's 6-hour, 560.07-mile Daytona Intl. Speedway inaugural road race for sports cars.

They won by one full lap and earned \$5250, including \$1500 for the 2000cc win. Average speed of the winners was 93.345mph.

The 42-year-old Hungarian-born nobleman went to his adopted Argentina as a refugee in 1949, began road racing five years ago. He is the Porsche dealer for Argentina. Mieres, 34, is a veteran of 15 years in auto racing and grand prix sports car competition, including

four years with the Maserati factory team (1951-1955).

\$20,000 Purse

The posted \$20,000 for 24 positions was the largest purse ever paid to sports

(Cont. on Page 5, Col. 5)

VENICE SPEEDWAY In Southern California's race-happy days just after Venice's founding in 1904, the Speedway WAS part of an auto race course.

Vignettes

By Gus V. Vignolle

- Sports Cars Phroots
- A Cheer for Hudson
- Mexican Road Race

JAY GUREY collared me the other morning in Pershing Square as I headed for my Judo lesson.

He said, "I see in the papers where this psychiatrist from UCLA says people who drive sports cars are phroot."

JAY GUREY is an impetuous little man who spends all his waking hours (1) talking, (2) writing letters to editors and (3) drinking fig juice at the Press Club.

Sometimes he jumps to conclusions.

"The Snapper-Wrappers," I reminded him, "did not say guys who drive sports cars are phroot; they said such people are sexually inadequate."

"What's the difference?" he barked.

I painstakingly explained to him the difference between a guy who is phroot and a guy who is sexually inadequate. He seemed satisfied with the explanation.

(Cont. on Page 3, Col. 1)

NOTICE

New Economy Car News Section -- Page 2.
Full page on Natl. Great Canyon Rally -- Page 4.

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Great Canyon Rally Slated April 18-19

(Complete Entries & Photo Layout -- Page 4)

TUCSON, Ariz., April 15---When the SCCA National Rally program was conceived in 1958, Arizona was selected as a logical area for one of the three championship rallies to be held in the Western United States. The route chosen by Bill Peters, Arizona's rallymaster, led through Salt River Canyon, Oak Creek Canyon, the Petrified Forest and Painted Desert. Midpoint of the two-day trip was the Grand Canyon--and this clinched the choice of names--The Great Canyon Rally.

The National Rally Championship is based upon top scores in 3 out of 4 National rallies nominated by entrants, and last year's champions, Joe and Celia Bechtel of Manhattan Beach, Calif., chose the Great Canyon as their first point rally. Winning this with a total error of 110 seconds gave them the im-

(Cont. on Page 5, Col. 3)

EUROPE TOUR

Are you interested in joining MOTORACING's tour to Europe this summer, tied in with Dusty Mahon's Westwood Travel Service? Write for full particulars to P.O. Box 1127, Culver City, Calif.

Read MOTORACING. Subscription blank on Page 3.

NEWS ALONG THE ECONOMY CAR FRONT



SQUEEZE PLAY -- Meeting, and beating, a challenge by 18 New York University Tau Delta Phi students who crammed themselves into a Renault Dauphine, these 20 USC coeds managed to look pretty and not too uncomfortable.

RENAULT PRESIDENT SEES IMPORT CAR SALES RECORD

Dreyfus Cites Huge Gains

The United States, in less than three years, has become the largest single market outside France itself for Renault automobiles, Pierre Dreyfus, president of Renault of France, said here last Monday.

Dreyfus, who heads France's biggest single industrial organization, cited rapidly rising sales of imported cars in this country in predicting a continuing boom. The 1959 sales to date, he said, "represents a sweeping, nationwide increase."

He pointed out that imported car registrations in 1957 represented 3.4 percent of total U.S. new car licenses -- and by the end of 1958 the imported car total had risen to 8.12 percent.

The 377,625 imported cars sold in the U.S. in 1958 represented an 85 percent increase over 1957, he said. "Renault's registrations in this country rose 114 percent in 1958 over 1957. And we feel it is significant that the rise in Renault's proportion of the U.S. foreign car market was a steady one throughout 1958."

The upturn in Renault sales has continued in 1959, he said. In January and February of this year, sales were double those of a year ago.

"West Coast sales tripled the 1957 level last year, making this region the national leader in sharpness of Renault sales gains," the industrialist said. "Sales in California, Oregon, Washington, Nevada, Arizona, Idaho, Utah and Montana increased from 4,375 units in 1957 to 13,156 last year."

BACK COPIES

Here is your last chance to secure back copies of MOTORACING. While they last, complete sets of the last 3 volumes, or years, are available at \$4.50 each, postpaid. All 3 volumes go for \$12.50 postpaid. Send your remittance to Circulation Dept., P.O. Box 1127, Culver City, Calif.

GIVE THEM WHAT THEY WANT

"And until Detroit will give them (the public) what they have learned to love -- safe and enjoyable driving; thrilling performance; superb steering; suspension and brakes; reasonable costs; all done up in an attractive SMALL package which doesn't change every year, they will continue to get cars from overseas, where they know how to make them and don't try to foist on motorcar buyers what THEY decide we should have." -----FRANK MASON in the Long Beach MG Club Spokesman.



PIERRE DREYFUS, president of one of the world's largest industrial organizations, Renault of France, was in Los Angeles last Monday to inspect extensive sales and service facilities in So. Calif. of Renault. (Eddie Hoff Photography)



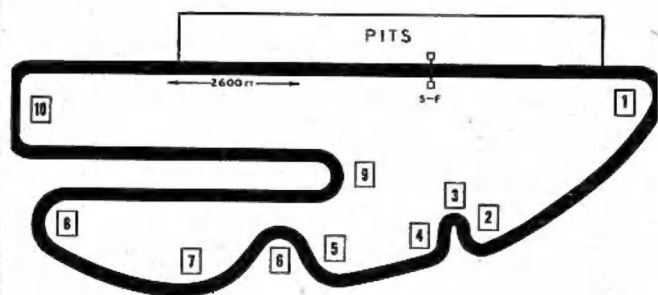
THOMAS G. BUCHANAN, newly-appointed wholesale sales manager for Citroen Cars Corp. in the Western states.

PLEASE KEEP 'EM SHORT MOTORACING welcomes communications from readers. The briefer they are, the better is their prospect of publication. All are subject to condensation. We assume no responsibility for statements in letters.

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See Coupon-Pg. 3

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May 16-17 -- Salt Lake City, Utah Reg., FIRM.
June 6-7 -- Laguna Seca, SF Reg., FIRM.
July 18-19 -- Riverside, LA Reg., TENTATIVE.
Aug. 1-2 -- Seafair, NW Reg., FIRM.
Sept. 19-20 -- Del Mar, LA Reg., TENTATIVE.
Oct. 24-25 -- Vaca Valley, SF Reg., TENTATIVE.
OR
Nov. 14-15 -- Laguna Seca, SF Reg., TENTATIVE.
Nov. 21-22 -- Marana, Arizona Border Reg.



HERE IS latest road race course to come up in So. Calif. It is at Del Mar, near San Diego, where four SCCA regions sponsor races to be held May 2-3. Story Page 1.

Economy Car Notes

The new Volkswagen proving ground at Wolfsburg, Germany, 60 acres of torture terrain, finds the 2500 Volkswagens produced daily put through their paces on rutted desert tracts, slippery "rain-sliced" surfaces, asphalt and concrete roads in all states of repair, hills of varying steepness and ruggedness, and modern super highways.

An oval test tract surrounds the entire proving ground.

Here is what they are saying Ford, General Motors and Chrysler will have to offer in the small car field:

Size -- Wheel-base lengths around 105 to 110 inches. Ford and General Motors plan two small-car lines apiece, Chrysler one.

Price -- Somewhat under \$2,000, based on Chrysler president L. L. (Tex) Colbert's prediction of \$150 under price of standard models.

Ford and GM will introduce their cars in the fall; Chrysler probably two or three months later.

A completely new Austin, the Cambrian Mk. II, styled by Pinin Farina, well-known Italian auto designer, was introduced to the Southland by more than 50 British Motor Corp. dealers April 5.

The all-new 4-door sedan is powered by the compact, racing bred, series B engine of four cylinders and 90.8 cubic inch displacement.

Henry Henkel, west coast sales manager, Rootes Group, announces that California led all states in sales of Hillman and Sunbeam cars during 1958, with a total of 10,351.

United States' sales for the same period totaled 20,225

cars compared with 11,748 in 1957, making a new record for the pioneer British Auto group.

SAN FRANCISCO -- L. L. (Tex) Colbert, president of Chrysler Corp., said that an American small car can never be designed similar to the European small economy car because of American labor costs. American-built economy cars can only be built for about \$150 less than standard models, he declared.

SPECIAL OFFER FOR ALL CLUBS

Attention, all racing, rally and sports car clubs! For a limited time only, MOTORACING is making a special bargain offer to clubs.

A 1-year subscription to the country's oldest and most widely read sports car bi-weekly newspaper -- \$2 -- instead of the regular \$3 subscription rate.

For clubs to take advantage of this saving, they must have a minimum of 10 subscriptions. These must be handled through the club secretary.

Club members who are already subscribers may renew for another year at this reduced rate.

Since this offer expires soon, club secretaries are urged to send in their lists with proper remittance to MOTORACING, Circulation Dept., P. O. Box 1127, Culver City, Calif.

WILLIAMSON MOTORS

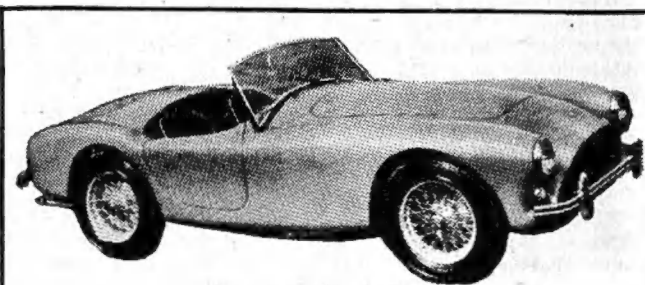
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1958 Calif. Imported Registrations

(Courtesy Motor Registrations News of Calif., Oakland 6)

NEW IMPORTED PASSENGER CAR REGISTRATIONS YEAR - 1958

	Calif.	North	South
1 Volkswagen	14681	7342	7339
2 Renault	10077	2383	6794
3 Fiat	9997	2330	3667
4 Volvo	2384	1741	3543
5 Hillman	4494	1593	2901
6 M. G.	3954	1395	2559
7 Triumph	3943	1375	2939
8 English Ford	3762	1959	1823
9 Simca	3440	1800	1634
10 Opel	3225	1711	2619
11 Borgward	2818	915	1303
12 Morris	1807	780	1048
13 Austin Healey	1612	402	1610
14 Vauxhall	1579	697	881
15 Peugeot	1154	398	755
16 Jaguar	902	341	594
17 B.M.W.	784	325	459
18 Porsche	776	311	465
19 Mercedes Benz	753	289	468
20 O. K. W.	696	191	305
21 Goliath	600	270	224
22 Thame	468	217	351
23 Alfa-Romeo	448	200	248
24 Sunbeam	352	157	195
25 Austin	281	105	178
26 Topper	270	138	170
27 Citroen	236	36	200
28 Lloyd	203	81	132
29 Bentley	132	44	79
30 Gogomobile	108	44	64
31 Riley	92	39	59
32 Packard Leveaux	82	13	19
33 Skoda	52	7	45
34 Morgan	42	25	17
35 Rolls Royce	39	15	24
36 Daimler	37	7	30
37 Rover	22	20	12
38 Landia	20	14	12
39 Aston-Martin	17	5	13
40 Misc. (15 or less each)	92	41	50
TOTALS	74525	30364	44161

	Calif.	North	South
1 Chevrolet	104477	9709	66668
2 Ford	93133	33447	22683
3 Plymouth	36289	13406	3115
4 Oldsmobile	20827	7692	3115
5 Buick	17406	6825	10581
6 Pontiac	17023	6807	10116
7 Rambler	16810	5003	10007
8 Volkswagen	14681	7342	7339
9 Dodge	13879	5344	8940
10 Cadillac	13618	4078	6549
11 Mercury	11874	4886	6988
12 Chrysler	5148	1731	2417
13 DeSoto	3603	1407	2196
14 Studebaker	3595	1642	1953
15 Edsel	3436	1258	2178
16 Metropolitan	1907	587	1340
17 Imperial	1889	523	1266
18 Lincoln	1820	715	1215
19 Continental	1366	380	986
20 Packard	226	98	128
Imported-Other	29844	23023	36021
Miscellaneous	26	8	18
TOTALS	444881	166991	276190

	Calif.	North	South
1 Volkswagen	1331	571	562
2 Fiat	384	189	195
3 M.G.	309	82	227
4 Crown	132	42	90
5 Ford	126	43	53
6 Gilling	85	70	15
7 Mac	73	70	15
8 Chevrolet	64	23	41
9 International	55	30	15
10 Goliath	18	6	10
11 Willys	14	6	6
12 Dodge	9	6	6
13 Lloyd	4	4	4
14 Fiedble	2	2	2
15 Cook	1	1	1
16 D.K.W.	1	1	1
17 English Ford	1	1	1
18 Maroon-Herrington	1	1	1
19 Willys	1	1	1
TOTALS	2411	1135	1276

LETTERS

Letters to the Editor are omitted from this issue of MOTORACING due to lack of space. They will be re-issued in the next issue.



Vignettes

By Gus V. Vignolle

HUDSON AGREES' DAYTONA TRACK VERY DANGEROUS'

(Continued from Page 1)

"You drive a sports car, don't you?" he asked in a sardonic tone.

"Yes."

"What kind?"

"What does that have to do with it?"

"Just tell me," he said, "because I think those who drive certain brands are more phrood than others."

"I can't tell you because I don't want to publicize this particular type of car. As a matter of fact, I want to dump it. Maybe you would like to buy it?"

"Quit changing the subject," he interrupted, nervously tapping his cane and tossing a few acorns to the pigeons (in the grass, alas).

"Look," I said, "the Snapper-Wrappers emphasized only one point of many brought out by Dr. Kummer."

"How do you know that?" he cried, belligerently.

"Because I talked to Dr. Kummer and I read the full report."

I told Jay Gurey we were getting nowhere and that if he wanted more accurate information on the subject for him to catch the next issue of MOTORACING (this one). It would carry direct quotes from the paper which Dr. Kummer had written and which he gave me.

End Gurey-at-Pershing-Sq. Episode.

Need a Laugh?

I contend there is no harm in lifting, if what you lift is good, to wit (JEROME BEATTY, JR. in the Sat. Review):

"There is a new organization called 'A.A.' The initials stand for Athletes Anonymous. If at any time of the day or night a member feels the desire to take a brisk walk or to play a snappy game of tennis, he calls his buddy, who comes over and sits and drinks with him until the overwhelming urge for exercise goes away. More broken homes have been saved than you can imagine."

Might as well keep stealing (the Diners' Club mag):

"EYDIE GORME entered a pet shop, found a poodle she liked and inquired about its pedigree. The salesman explained, 'If this dog could talk, he's got so much pedigree he wouldn't talk to either one of us.'"

And: "New drink rage in Canada is 'Red Eye' --- beer, tomato juice and gin."

Unlike a lot of the "big-shot" name drivers who don't return phone calls, answer letters or thank you when you send them courtesy photos gratis, Dan Gurney and Skip Hudson get the nod from this writer as top people. A cheer for Riverside for producing such guys.

Skip teamed with the Cuban champion, SANTIAGO GONZALES, in a GT Ferrari and did exceptionally well (6th overall) at the recent Daytona race.

It doesn't take a mental giant to realize that this new track is far more dangerous than most courses. M A RSHALL TEAGUE was killed in practice, and GEORGE AMICK in a 100-miler for speedway cars. Only three races have been held there.

Skip's Comments

Skip didn't enjoy the going one bit. Said Skip: "Daytona is quite an overwhelming layout and very dangerous."

He had the Ferrari coupe going 150mph down the straightaway and found it possible to drive flat-out into the bank at that speed. He didn't

like it because he felt he was "in the laps of the Gods" during the bank driving and "if anything went wrong mechanically, it would all end quickly."

Skip, who was impressed by Gonzales' driving, drove four hours, the Cuban two. The Ferrari (former Sebring GT class winner, owned by HANS HIRSCH) and another 3-liter GT were the only "production type" cars in the race, so the accomplishment has more significance when one considers the opposition.

It's good to see Bob White and Bruce Danielson get out the B&B Intl. Race Team Newsletter out again. It was Skip who drove their 4.9 Ferrari to third overall and first in over-2000cc at Pomona recently. "Doc" White had a lot of tough luck with a broken third gear at Nassau.

It was quite a hassle to get the car ready for Pomona, with a complete gearbox finally coming by airfreight from NY. The choice of Skip as pilot was a good one; he had won the big production race at Riverside last October in a Corvette.

"Doc" and Bruce aren't far wrong when they say: "We think you are going to hear a lot about Skip. You know, of course, that the Ferrari factory is interested in him."

Regarding the accident, the Newsletter states: "Nobody was killed, by a miracle. I think the accident should be chalked up to slowness on the starter's part. He should have realized that there would be oil on the course after MAX BALCHOWSKY blew the bottom out of his motor, and either stopped the race or put out the oil flag, instead of waiting until someone struck the oil."

SNIPPETS--- A word about GERI FLEMING, who graciously helped out in an ad capacity until the two JIMS --- POTTER & GOING --- joined MOTORACING: Since the start of this paper, NOBODY has done anything to approach the publicity and public relations job that Geri did for the local SCCA group. This is directed, in particular, at some of the LA SCCA clowns (you'll find 'em here as well as the Cal Club)... Errata: re size of the Corvette engine, it should have been 283 cu. in., and weights were of the car, NOT the mill... My Mexican spies report the famous Pan American road race definitely will be revived next year. UMBERTO MAGLIOLI is now in Acapulco looking into the deal... Politics is damaging the RODA Club in Mexico City, but PEPE TAMBORRELL, the new prexy, may be able to work things out... JIM PARKINSON's recent Cad win in Mobil's Econ Run shouldn't be too surprising: in '58 he won the US's first imported car mileage rally, driving a 1290cc Alfa Romeo sports coupe in class C (1100-1499cc) for Italiano Motors. He averaged 33.3673 mpg...

FLAVIO ST. GERMAIN predicts that Chevrolet will resume its interest in competition, if another General Motors concern (Pontiac) doesn't cease needing Chevy's Detroit bigwigs (ED COLE). This needing concern has supplied MICKEY THOMPSON with four and possibly six engines... The recent Daytona sports car race was sanctioned by USAC and FIA. It is now reported that BILL FRANCE is considering allowing amateur SCCA to take over the 1960 sports car program.

MARTIN WINNER



E. D. MARTIN, of Columbus, Ga., takes the Cocoa Corner at Pensacola's Fiesta of Five Flags SCCA races. Martin is shown driving the Ferrari in which he won the feature 90-mile race. Other photo Page 7 - (Robert E. Fields Photo)

Ferrari Takes Florida Race

PENSACOLA, Fla., April 5. ---Ed Martin, of Columbus, Ga., driving a 3-liter V12 Ferrari Testa Rossa, won the Fiesta of Five Flags SCCA main event here today.

He averaged 81.7mph around the 3-mile course for the 90-mile headliner for big modified sports cars.

A crowd of 20,000 fans saw the race program which drew 94 cars.

Joe Shepard, Tampa, Fla., was second in a German Porsche, followed by Al Connell, Jr., Ft. Worth, Ferrari, and Bill Kimberly, Pensacola, Ferrari.

The 30-lapper was held at the Corry Fields airport course of 12 turns. There were no mishaps, but a major smashup was averted when Martin missed Kimberly's Ferrari by inches as the latter spun on the 12th lap.

Jay Eichenlaub, Cleveland, won the 51-mile first race in an OSCA, averaging 72.05 mph. Chuck Rickert, Indianapolis, took the second race, a 60-miler, in a Porsche Carrera, averaging 75.2mph. The 60-mile third race was won by Charles Kolb, Washington, D.C. in a Maserati. His average was 76.1mph. In this race, Jim Jeffords, the noted Corvette pilot from Milwaukee, was the class B production winner.

Added Award for \$10,000 Rally

With the rule books and entry blanks out, interest now is beginning to boom for the American Intl. Rally to be held Oct. 13-17. There is a prize list of \$10,000 guaranteed against 40% of the entry fees.

The event begins in eight cities in the U.S., Canada and Mexico, and winds up in Las Vegas.

The Mexican Government Tourist Bureau hopes to add to the prize fund by offering \$1000 to the three highest-placing Americans departing from the Mexico City starting point.

Rolando Torres of the LA office of the Mexican bureau expects an OK from Mexico City.

Three sports cars leave today (Friday) for Guadalajara and Mexico City to drum up interest in the big rally. Given a sendoff by Mexican Government officials are cars driven by Jim Hines, Santa Monica (Porsche); Bob McKee, Burbank (Austin-Healey), and Bob Sweet, LA (Alfa Romeo).

Further rally info can be obtained by writing to 125 E. Linden Ave., Burbank.

Formula Juniors

The board of directors of the 500cc Club of America has passed a resolution to bring the International Formula Junior within the scope of this club. Previous to this action, the club catered only to Formula III Grand Prix cars. The Formula Junior cars will be run as a separate class from the Formula III machines. The new class

will follow the rules published by the F.I.A. with certain variations for local races.

The first race to make provisions for these new cars will be the race sponsored by the 500cc Club at Willow Springs, April 26. This is believed to be the first Formula Junior race in this country.

RACE CALENDAR

APRIL

18-19 -- Marlboro Nat'l, SCCA Wash. Reg.
18-19 -- Stuttgart, SCCA/Ark. Reg.
18-19 -- Stockton, SCCA/SF Reg.
18-19 -- Stuttgart, SCCA/Ark. Reg.
18-19 -- Venice, SCCA/Cent. Fla. Reg.
19 -- Glen Isle Gymkhana, SCCA/Ozarks Reg.
19 -- Shelton, Wash., SCCA/NW Reg.
19 -- Gymkhana, SCCA/Savannah Reg.
26 -- Formula III & motorcycles, 500cc Club of America & AFM, Willow Springs.

MAY

2-3 -- Del Mar, SCCA/LA, SF & Arizona Reg.
2-3 -- Virginia Int'l Raceway, SCCA Nat'l, Danville Reg.
2-3 -- Courtland, SCCA/Ala. Reg.
2-3 -- Grayling, SCCA/NE Mich. Reg.
9-10 -- Kentucky Derby races, SCCA/KY Reg.
9-10 -- Vaca Valley, SCCA Nat'l/SF Reg. (tentative)
10 -- Grand Prix of Monaco, Monte Carlo.
15-17 -- Cumberland, SCCA Nat'l, Steel Cities Reg.
23-24 -- Thompson, Conn., SCCA/NE Reg.
23-24 -- Forest Festival, Shelton, Wash., SCCA/NW Reg.
24 -- Targa Florio, Palermo, Sicily, Sports Cars.
30 -- Indianapolis 500-miler.
30-31 -- Santa Barbara, CSCC, Santa Barbara, Calif.
30-31 -- Bridgehampton, SCCA Nat'l, NY Reg.
30-31 -- Coffeyville, Kans., SCCA, Kansas City Reg.
31 -- Grand Prix of Holland, Zandvoort.

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WHERE THEY ARE COMING FROM FOR THE SCCA NATL. GREAT CANYON RALLY



CREW WORKERS get training aid from Tracy (The Pipe) and Kay Bird, of Tucson, for the SCCA Natl. Great Canyon Rally slated for April 18-19. Standing: Dick Wells. Sitting: Lou Cecil, Kay Bird, Clay Hubbard, Berk Charvoz, Tracy Bird. (Photo Associates, Tucson)



TWO TYPICAL checkpoint assistants, Carol Orcutt, left, and Loretta Gabrielson, for Natl. rally starting in Tucson. Rally rules forbid loitering at the checkpoints. Note: these are winter clothes, and rally is in the spring. (Photo Associates, Tucson)



SAN DIEGO GROUP---Forest and Cleo Adams will be in the Jag coupe, Art Hansen and Ken Sharp in the Porsche (Ken not shown), and Bruce Starkey and Henry Sanger in the MGA (Sanger not shown). Betty James and Mary Alpin will be in a Porsche. (Fidelis Photos, San Diego)



BILL PETERS (tall, white-haired one) checks out crews. This is practice in setting watches to WWV time signals. WWV will be at every checkpoint. Rally will be timed by famed Longines Split Second Times.

WORK HECTIC FOR RALLY

TUCSON, Ariz., April 15 -- One of the remarkable aspects of any full-scale sports car event is the enormous preparation involved. As an example consider the National SCCA Great Canyon Rally, which starts here April 18.

For the last six months key personnel have been planning the route and making detailed arrangements. Bill Peters has driven over 5,000 miles setting up the 750 miles that are to be driven by the contestants April 18 and 19.

During the same time Kay Bird has written about 500 letters and worn out four typewriter ribbons.

Crews are now chosen and every detail of how long it will take crew A to arrive at checkpoint "Y" has been figured. Dummy runs have gone up and down the main route and then out again to check the disaster route.

While all this goes on in Tucson there are other plans being made in Kansas City, Dallas, and Denver. Dr. Stroy in Council Bluffs, Iowa is Dr. Stroy in Council Bluffs, Iowa is getting his TR ready for the cross-country trip. The two Dallas teams plan their strategy. In Livermore, Calif., Barbara Kerr and Barbara Stacy have to solve the problem of two toothbrushes in one Sprite.



FROM DENVER come Dr. and Mrs. Harold Morgan. They placed fourth in the 1958 Great Canyon Rally.

RALLY TALK

All this so that for two days rallyists can exist in a fascinating world of Haldas and Cuertas, Stevens and stopwatches. Says Kay Bird: "We get up at ridiculous hours, drive all day and then since sports car people are the same whether they race or rally, we talk all night. A rare sport!"

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Chuck Brassell
SALES MANAGER

Great Canyon Rally Entries

Following is the entry list for the SCCA Nat'l Championship Rally slated April 18-19 (starting from Tucson, Ariz.) and staged by Arizona-Border Region of SCCA.

NO.	ENTRANT	CAR	HOME TOWN
1.	W. Beaver-M. Beaver	Porsche	Grand Junction, Colo.
2.	P. Pond-M. Haigler	Jaguar	Hollywood-W. Los Angeles
3.	T. Fouts-M. Fouts	Porsche	Grand Junction, Colo.
4.	W. Larned-M. Daidof	Corvette	Los Angeles-Manhattan Beach
5.	J. Evans-R. Mason	Alfa Spy.	Phoenix, Arizona
6.	H. Sanger-B. Starkey	Jaguar	San Diego, Calif.
7.	C. Adams-F. Adams	Jaguar	San Diego, Calif.
8.	F. Parsons-F. Parsons	Porsche	El Paso, Texas
9.	J. Bechtel-C. Bechtel	Porsche	Manhattan Beach, Calif.
10.	B. James-M. Apin	Porsche	San Diego, Calif.
11.	J. van Hook-B. van Hook	MB 190SL	Lee's Summit, Mo.
12.	I. Bartoli-A. Bartoli, MD	MB 190SL	La Canada, Calif.
13.	R. Pejsa-B. Pejsa	MB 190SL	La Canada, Calif.
14.	W. Field-R. Finney	TR3	Phoenix, Arizona
15.	A. Capito-G. Capito	Lancia Spy.	Playa del Rey, Calif.
16.	D. Stroy, MD-D. Stroy	TR3	Council Bluffs, Iowa
17.	K. Hybarger-R. Hybarger	T-Bird	Albuquerque, N.M.
18.	V. Wright-F. Wright	Sunbeam	Kansas City, Kan.
19.	H. Richardson-H. Schell	TR3	Pleasanton, California
20.	J. Nichols-B. Thomas	Porsche	Palm Beach, Fla.
21.	B. Mayer, MD-V. Mayer	Porsche	Denver, Colorado

(Continued on Page 5, Cols 3-4)

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ENTRANTS FROM LA Region of SCCA head for Arizona. From left: Paul Pond-Marion Hagarity, XK150; Bob and Alice Powers, XK120, and Gordon and Annalee Capito, Lancia.



HERE IS the group from Livermore, Calif. Entrants include Jerry and Mike Marshall, MGA; John Kimlinger-George Patraw, Austin-Healey, and Barbara Ann Kerr-Barbara Stacy, Sprite.

BEAUTIFUL TROPHIES UP

TUCSON, Ariz., April 15--Awards for the Great Canyon SCCA National Rally, April 18-19, will have local interest since the first three winners will receive dual trophies of beautiful Taxco sterling. Proximity to the Mexican border inspired the Arizona Border Region to use this exceptional hand-crafted silver.

The other awards are of Lambe

ware, made in Santa Fe, N. M. These unusual trophies will be presented to the fourth and fifth place winners, the best team and the highest placing woman driver-navigator combo.

Several distributors and dealers have made possible special margaue awards for high placing cars.

Read MOTORACING. Subscription blank on Page 3.



Class Winners 1959

Mobilgas Economy Run

COMPETITIVE CLASS OFFICIAL WINNER MILES PER G.

A .Compact Car	Rambler American Deluxe .25.29
	(Woody Bell)
B .Low Price, 6 Cylinder . .	Chevrolet Biscayne22.38
	(Mary Hauser)
C .Low Price, 8 Cylinder . .	Plymouth Belvedere21.15
	(Pierce Venable)
D .Low Medium Price	Dodge Coronet21.75
	(Patricia Jones)
E .Upper Medium Price	Ford Thunderbird19.13
	(Art Chrisman)
F .High Price	Cadillac Sixty-two19.03
	(Jim Parkinson)

Average of all cars entered 19.4 m.p.g.



San Francisco Newsletter
• Dear Gus
 By TOM WILSON
 AMATEURS THINK THIS
 COUNTERACTS THE PROS

SAN FRANCISCO, April 15 -- Convinced that the only solution to their national championship troubles was a tight organization of their own, West Coast regions of SCCA recently got together and set up rules and regulations for a 1959 Pacific Coast championship racing program. There are no national races scheduled on the West Coast this year.

The conference was hosted by CLARK McCARTNEY, governor of area 10, and assisted by TRACY BIRD, governor of area 9. Among those also present were JAMES R. LOEW, RE of the San Francisco Region; LINDLEY BOTHWELL, RE of the Los Angeles Region; COLONEL BURLEIGH HILLMAN, RE of the Northwest Region, and GENERAL HUGO P. RUSH, executive director of SCCA.

Rules and regulations of a Pacific Coast Championship were set up. A tentative, non-conflicting race schedule was drawn up, with three firm PCC dates.

These are: May 16-17, Utah Region, Great Salt Lake Races; June 6-7, S.F. Region, Laguna Seca; Aug. 1-2, Northwest Region, Sea Fair.

10-Race Slate

To complete the 10-race schedule are the tentative races scheduled at Riverside, Del Mar, Vaca Valley and two Arizona dates at Phoenix and the Marana Airport near Tucson. The Hawaii Region has been assigned two races that will each count for 1 1/2 times the normal championship points. No dates have been set for these races at this time. This schedule will equalize the competition with at least four championship races within trailing distance for the serious competitors in every region.

It seems the boys have given up the national championship, and by selecting their Pacific Coast champions they hope to lure the eastern champs into a grand race program that will end this hassle once and for all. It could develop into an annual schedule with the issue decided on a real road course such as Laguna Seca, at a date following the eastern racing schedule.

Each sponsoring region will pay a sanction fee of \$125 for each championship

race meet. This accumulated fund will purchase trophies to be awarded to class winners in all production, modified and restricted classifications, such as Formula III and Formula Junior.

LeMans Starts Out

The San Francisco classification of production cars will be in effect. Starting procedure will be standardized, with no Le Mans starts and a definite countdown procedure used in starting all races.

The SF region "spinout" and "green flag" rules were adopted by all regions and a more liberal use of the passing flag by the turn marshals, will be urged. The caution, passing and oil flags will be the only flags displayed at turns.

All production cars must conform to SCCA rules, which will be interpreted liberally but not loosely. A definite point system has been set up and the record will be compiled by Allen W. Fleming, Box 26, Encino, Calif. Race results will be forwarded to him immediately after the results of each race program are official. A schedule of points has been set up according to classes. No points will be awarded to a non-SCCA member or an SCCA member registered outside of areas 9 & 10. These last items do not concern the trophy awards for any particular race; it only concerns the points for PCC awards.

Offset the Pros?

Gus, this all adds up to a genuine effort, on the part of the West Coast SCCA wheels to offset the threat of professionalism. This will make the amateur races more appealing to the club drivers, who may be undecided as to which way to jump. This schedule of 10 races will give all drivers a fair shake and that \$1250 trophy pot should lead to some very nice trophies. In addition, there will be at least 10 more non-championship races that should keep the boys busy turning bolts between races.

I will try to keep you briefed on future developments, but even the present rules and regulations will confuse many a race official. So, rather than give you a snow job, let us take it easy and I will feed it to you in easy installments.

With best regards,
 tom wilson

Thumbnail Road Test

Excellent Comments Made on DKW

The comments were excellent on the all-around good looks of the DKW sedan, the 3-cylinder, 2-cycle, front-wheel drive car.

After a short while, we got used to the unconventional N-pattern column shift. The DKW is one of the most enjoyable little cars we've driven.

Front-Wheel-Drive

The current DKW is called the 3-6, as the 900cc roller crank bearing-engine fires all 3 cylinders on each revolution, equalling a 4-cycle 6. Once out of idle, the engine whines up through the revs a lot more smoothly than most 4-cycle jobs. Under ordinary driving and cornering, the front wheel drive is noticeable only when floor-boarding the car in low gear, particularly around a corner. This produces an odd giggling of

the steering wheel.

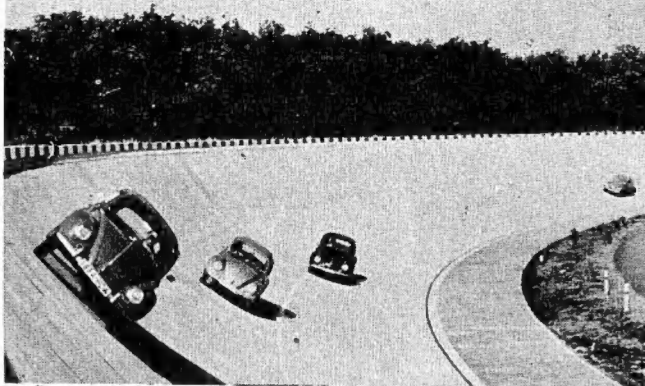
In heavy Los Angeles traffic we averaged 24mpg, which should easily get you mileage in the high 30s on the open highway.

7 Moving Parts

One of the great advantages claimed for the DKW is that the engine requires less maintenance than that of any other car on the road today. This seems logical, as it contains only 7 moving parts...the 3 pistons, 3 connecting rods and the crankshaft. There is no cam-shaft, no followers, no valves, no rocker arms, no timing gear and no oil pump.

We haven't the least hesitancy to recommend the new DKW as either a 1st or 2nd car for any family.

The DKW sedan was borrowed from Peter Satori, West Coast distributor, W.R.C. SHEDENHELM



VW TESTING -- Oval track surrounding 60-acre proving ground at Volkswagen factory is steeply banked to permit 93mph speeds without side thrust.

TRULY SCENIC RALLY ROUTE

(Continued from Page 1)

petus to sweep the field for the championship.

This year, April 18-19, the Great Canyon Rally will be even more scenic and challenging. Starting in the desert country around Tucson, the route leads through the mountain and forest country, past mile-high lakes to the Grand Canyon for the first night. After sampling the famed sunset and sunrise of the Canyon, contestants will proceed to Phoenix via some of the best sports car roads

to be found anywhere.

The rally is being staged by the Arizona Border Region of SCCA.

The Bechtels will be back to defend their championship, but strong teams of rallyists from Livermore, Calif., Dallas, Texas, Denver, San Diego and Los Angeles are entered to challenge their crown. Fifty entrants will start the two-day rally Saturday morning, April 18. The victory dinner is Sunday night at the famed Arizona Manor in Phoenix.

Great Canyon Rally Entries

(Continued from Page 4)

22. M. Marting-R. Marting	Porsche	Tucson, Arizona
23. J. Marshall-M. Marshall	MGA	Livermore, Calif.
24. H. Morgan-MD-"B" Morgan	Porsche	Denver, Colo.
25. J. Kimlinger-G. Patraw	Austin-Healey	Livermore, Calif.
26. C. Bell-M. Bell	Corvette	Tucson, Ariz.
27. P. Acker-S. Acker	TR3	La Jolla, Calif.
28. P. Mayer-P. Mayer	Renault SCV	Tucson, Ariz.
29. D. Ehrsam-P. Ehrsam	Lancia GT 2500	Kansas City, Mo.
30. R. Bullock-H. Bullock	TR3	Tucson, Ariz.
31. D. Ridgeway, MD-H. Ridgeway	Nash Healey	Dallas, Texas
32. B. Kerr-B. Stacy	A-H Sprite	Livermore, Calif.
33. K. Brown-T. Brown	MGA	Dallas, Texas
34. B. Martinez	MG-TC	Denver National Observer
35. E. Mead-M. Mead	Austin-Healey	Dallas, Texas
36. E. Nordstrom-R. Nordstrom	TR3	Tucson, Arizona
37. C. Galbraith-R. Locke	MGA	Dallas, Texas
38. K. Sharp-A. Hansen	Porsche	San Diego, Calif.
39. G. Brown-M. Brown	Jaguar	Dallas, Texas
40. F. Schmitz-B. Schmitz	MB 190SL	Mission, Kansas
41. E. Rettig-P. Casey	Porsche	El Paso, Texas
42. A. Dornier-B. Dornier	Jaguar	Tucson, Arizona
43. W. Parish-P. Smith	MGA	Phoenix, Arizona
44. V. Peterson-J. Hernly	Porsche	Phoenix, Arizona
45. C. Holloman-L. Blandford	MB 300SL	San Leandro, Calif.-S.F.
46. K. Maynard-K. Maynard	Volvo	National City, Calif.
47. R. Alexander-C. Durbin	T-Bird	Dallas, Texas
48. D. Hohlenkamp-S. Hohlenkamp	Fiat 1200	Tucson, Arizona
49. B. Sheldrick	Austin-Healey	Warrensburg, Mo....

* -- 1958 SCCA National Champions.



STYLED BY Pinin Farina, the new Austin Cambrian is a marked departure in appearance from previous Austins. Powered by a 4-cylinder, 90.8 cubic inch/racing bred engine, the British four-door sedan has top speed above 85 and gives 25 to 30mpg.



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VON DORY-MIERES AVERAGE 93MPH

(Continued from Page 1)

cars in this country. There was \$5000 in accessory money.

The race was called because of darkness, approximately 65 miles short of the full 1000-kilometer distance.

Another Porsche RSK, driven by Art Bunker, Kansas City, and Bob Said, New York, was second. Both Porsches ran out of gas on the 52nd lap and were pushed "cross course" at the penalty of one lap to be refueled.

Paul O'Shea, Rye, N.Y., and Augie Pabst (the brewing family), Milwaukee, finished third in a D-Jaguar. O'Shea made his bid for second near the finish, roaring past Said on the straightaway. Said regained second. O'Shea gave chase on the home stretch of the speed bowl, swung up to the high speed edge of the 31-degree banked turn to regain second. He drove into the hairpin reverse curve, into the modified "S" leading to the infield road course and onto the soft shoulder. He fought the car back onto the roadway with perfect control, but just late enough to let Said back to second with a nice safe lead.

O'Shea amazed

O'Shea later was amazed at the average speed of the race, stating "I never once felt that any of the laps averaged over 90mph." (His speed when overtaking Said and riding high easily must have been 165-170mph). The D-Jag was first in the over-3000cc group.

Omaha's Loyal Katskee, 4412cc Ferrari, driving all the way alone, took fourth. Daytona's Fireball Roberts, Dick Rathmann and Ralph Moody drove the "domestic product," a \$40,000, aluminum-bodied experimental 1957 Thunderbird to fifth.

Californian's "Skip" Hudson from Riverside joined Cuban Champion Santiago Gonzales in a Ferrari Berlinetta (3 liter) and the combination came across the finish line sixth overall and first in the 2000-3000cc group. However, a protest was honored for their being off course. A one-lap penalty cost them one position and class victory.

Daigh kept busy

Chuck Daigh, Long Beach, Calif., and Carroll Shelby were by far the busiest drivers of the day. Daigh's car retired early and he was sought by the Rathmann brothers....when that entry conceded he joined Ralph Moody in a T-Bird. Shelby gave the Maserati-Corvette its head for as long as it lasted, then hopped in to assist Ruby and Bill Krause, Compton, Calif., in the other J.E. Rose entry, a 4.5 Maserati. It was out after 110 laps.

Foyt was the first leader of the race, then Shelby took over, giving way at the 20th lap to Ruby, who stayed in the lead even with time for a gas stop, which included picking up relief driver Krause. The Argentine's Porsche, running a close second, took over then, holding the advantage for the final 37 laps.

Drivers stated after the race that they liked the unusual and challenging road course and its speed bowl portion. There was a notation by the winners that they could feel pressure while travelling the high banks at speed. Total course measured 3.81 miles - 25 miles banked track and 1.31 miles paved in field road course. Only 9,000 saw the race.

Read MOTORACING. Subscription blank on Page 3.

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GIULIETTA COUPE -	
1300 cc, 91 hp, 103 mph	\$3901
GIULIETTA VELOCE COUPE -	
1300 cc, 103 hp, 118 mph	\$4317
2000 SPIDER -	
1975 cc, 131 hp, 126 mph	\$4998

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SHORT TAKES

Imported car dealerships numbered 14,607 at the end of 1958—a 398% jump in two years.

SCCA members and guests race against the hands of time Sunday, April 19, at San Fernando drag strip. For info: NO 4-5986.

Champion spark plugs have designed a new plug especially for the SAAB—type UK-10.

National publicity for the American Intl. Rally Oct. 13-17 (\$10,000 guaranteed against 40% of entry fees) recently when Robert Halmi was interviewed on Dave Garroway's show. Both he and Doug Kennedy, editor of TRUE, plan to enter the event.

Goodyear Tire & Rubber Co. has announced expansion of its racing tire line to cover all track conditions on the NASCAR circuit.

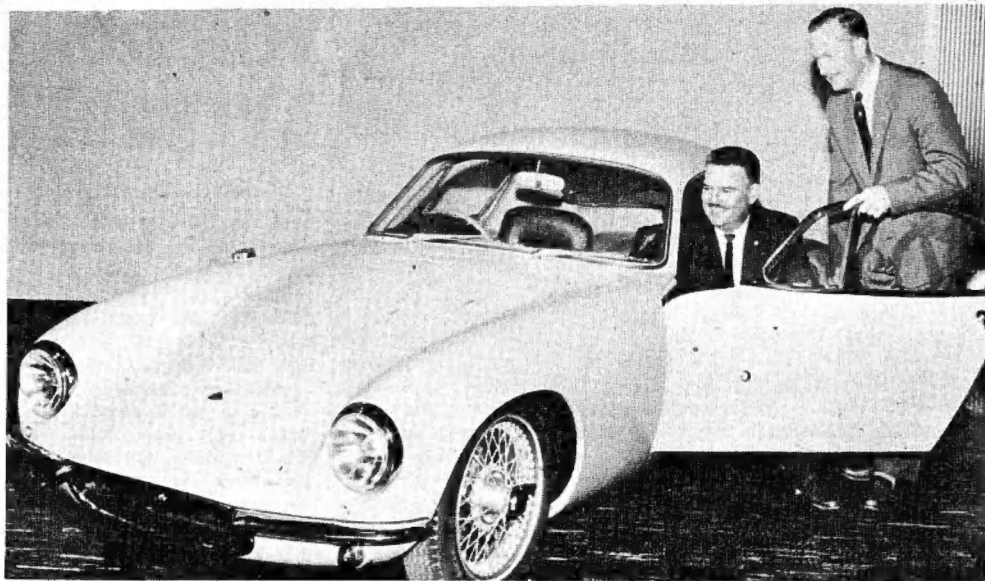
The Kurtis Yamaha, with 4-speed gearbox, is at Frank Kurtis' in Glendale, and Norm Benedict reports it may compete in the junior formula class.

Lots of action at the big 4th annual convention of the VW Club of America at Pocono Manor, Pa.

We're looking into that "accident" (broken tie rod) that kept Mary Davis' Plymouth from winning her class in the Mobil Economy Run.

Jim Parkinson had only 80 miles of practice in the Cad which he drove to a class win for Italiano Motors. He won for this same sponsor in an Alfa some months ago when Mobil staged a mileage econ run for imports.

Guys who invested in the new Daytona track are now



BRITON COLIN CHAPMAN, right, builder of the Lotus cars, with Jay Chamberlain, of Burbank, US distributor, at recent unveiling of the beautiful new Lotus Elite. Jay embarks soon on tour that will see him race a 2-liter Lotus at Vaca Valley, Chicago, Lime Rock, Vineland, Thompson, Watkins Glen and Laguna Seca.

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Imported Car accessories, 1101 No. Pacific Ave., Glendale.
MG Mitten, 3044 N. San Gabriel Blvd., So. San Gabriel, Calif.
Ja's Sport Car Accessories, 6055 1/2 Melrose Ave., Los Angeles.
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Chick Leson's Autosports, Ltd., 3745 Broadway, Oakland, Calif.
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(If your firm wishes to handle single-copy sales, kindly write: Circulation Dept., Motoracing, Box 1127, Culver City, Calif.)

wondering. A July 4 race for speedway-type cars has been cancelled. They say the oval is too fast for today's race cars and drivers. Killed there in a brief period: Marshall Teague and George Amick.

Jim Rathmann won the race in which Amick was killed at new world record speed of 170.261mph for 100 miles.

Recent local motor scooter rally was won by David Bryan, 14, in his home-made "doodlebug." Class winners: Richard Cohen, Robert and Richard Gonzales, Larry Kelly, all in Lambrettas. George Bow's Prima won the concours sweepstakes.

Domestic and foreign car owners will have an opportunity to predict what their automobiles' average gasoline mileage will be during a 6-hour drive, when the Corvette Club of Pasadena holds its "Monstrous Mileage Marathon" Sunday, April 19. Entrants leave at 1-minute intervals from the Union Oil Station, Glenarm and Pasadena Freeway, starting at 8.

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SPORTS CAR CLUB OF AMERICA ANNOUNCES

Sports Car Road Racing at Del Mar Race Track
May 2nd & 3rd 10 EVENTS
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SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

WHILST WANDERING through the market the other morning, battered by shot and shell, we happened upon the dietary section thereof. Being prone to a round little tum-tum, we gave the sickening display more than a casual glance. Sacre bleu, they even sell dietary quinine water now. If we can just find some dietary gin, we've got the problem licked.

Race Gypsies

From the sunlit shores of TRAILER LIFE, it looks as though the Race Gypsies' encampment at the Santa Barbara races, May 30-31, will be a gasser. The T-R contingent will be there with a trailer (what else?) pulled by a sporty car. Toby, the race photographer, is planning an 8-room tent made of used weather balloons and stereo tape. We may even decide to camp at the nearby beach. Whoops! The wine will flow like blood.

It's Soft Today

"Yep, you kids today sure have it soft, all the time ridin' around in fancy cars." "But, Grandfather, I don't own a car and no one takes me for rides anyway." "Yep, sure have it soft. When I was a boy I used to walk to school every single day."

"But, Grandfather, I walk to school everyday, too."

"Yep, sure got it easy, lolligaggin' around in expensive foreign autos."

"But, Grandfather, I don't

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even own an inexpensive American car."

"Yep, easy life. Why, I used to walk to school in the rain, like as not."

"But, Grandfather, I walk to school in the rain, too, whenever it's raining."

"Yep, easy ways. Don't train as much as it did when I was a boy. Used to walk all of a mile or more every day just to get to school."

"But, Grandfather, my school is two miles from here and I walk it everyday."

"Yep, sure is easy with the short miles they're using these days."

The Bungle Lancers

The Grand Prix Restaurant had better stop showing that movie of the Riverside pro race where Lance gets so mad and stamps his foot and screws up his face and acts up like all-get-out, or else Lance will sue their assets off, sure as shooting.

IN THE NEWS

(Continued from Page 1)

Toptex competition helmet, reports John Luce, prexy of this worthwhile group.

Avandaro race in Mexico has been postponed from April 12 to April 26; Lago de Guadalupe will be May 3. Lots of peso's up.

Johnny Lail

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PERSONALS ★

About People in Racing and Rallying

BY GERI FLEMING

GEORGE CARY, out of the sports car racing picture, is now solving his psychiatrist's problems....ALLEN GUIBERSON hopes to be able to take in the Grand Prix of Monaco at Monte Carlo May 10....Deepest sympathy to AL PAPP on the passing last week of his 81-year-old mother; Al is one of the country's leading road racing coordinators and is now working on the Santa Barbara course for May 30-31 races. Revisions for spectator safety have been made at the start-finish line and turns 3 and 9....SKIP HUDSON pulled out hurriedly for the recent Daytona race after receiving a call from Mexico City from PEDRO N. RODRIGUEZ. It was hoped Skip would team with PEDRO JR. in a 3.5 Ferrari, but plans did not materialize after negotiations between the boy's father and LUIGI CHINETTI, NY Ferrari high priest....

JOHN MURATORI reports Maserati is interested in having JOHNNIE PARSONS, the noted Indy driver, pilot one of the Italian cars at the Memorial Day 500....Interest is rising in the forthcoming results of tests conducted among men and women sports car pilots by KEN HARTMAN, USC psychologist....BOB CUMBERFORD, writer and sports car designer, has left Sausalito for Baltimore. He is doing considerable writing now for MOTOR TREND....PERRY PERON has been elected president of the Cal Club....DAVE BRACKEN is chairman of a hill climb to be staged by CCCC at Willow Springs May 10....Returning from the NY Auto Show were HAL MOODY, the noted Michelin X tire chieftain, and JOHN BEAZLEY, boss of the auto division of Gough Industries....

BILL FRIEDHAUER's Austin Healey 100S up for sale....As is JOE PLAYAN's Porsche RS....SCCA's regional exec, GORDON CROWDER, visiting the Grand Prix restaurant of late....BOB HOLBROOK has transferred his affection from

sports cars to boats....The sports car fraternity was saddened with the passing DON DROW -- deepest sympathy is extended to his wife LAURA....MARGE and JIM PETERSON traveling homeward via Denver after the Mobil Econ Run....BILL WEEKS, 500cc race car frame builder, recently passed his state Medical Board exams....JOHN VON NEUMANN home from Europe, and the proud owner of a Facel Vega....COLIN CHAPMAN present when JAY CHAMBERLAIN unveiled the new Lotus Elite recently....As was yachtsman IGNACIO LOZANO....Olympic International Motors' new service manager is "PAT" PATRICK....JACK BRESKOVICH has purchased a fire-engine red T-Bird to pull his Austin-Healey....It's possible CHUCK BRASSELL will resume his racing career shortly....D.D. MICHELMORE living it up in Mexico City....TOM McLOUGHLIN sailing off to Catalina for Mardi Gras time

RUTH LEVY, the onetime renowned race driver, is the new mixologist for bon vivant CAM COOPER at his thriving Passport Inn in Manhattan-Beach.



KEN HARTMAN, USC psychologist, who is now conducting comprehensive tests among sports car drivers. Results of his study will appear in MOTORACING. See story on Page 1.

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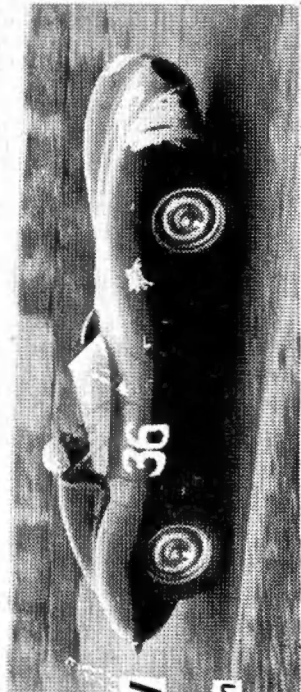
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Read MOTORACING. Subscription blank on Page 3.

Rally 'Round

With Duane Sparks

The two principal events of the week-ends immediately past were filled with the kind of action that delights the heart of any rally enthusiast. Santa Monica FCCA's TARGA FLORIO and Astro's ATLAS, while very different in character and tempo, each in its own way showed brilliant conception and perfect execution.

The Targa, an invitational affair, was somewhat a victim of circumstances in that its organizers took every opportunity to warn prospective entrants that it would be tough. They knew whereof they spoke all right, but the advance emphasis on this element must have been partly responsible for the small turnout of diehards that faced the starting line on Saturday nite. A glance at the size of the errors--yes those are hours--will bear witness to the degree of toughness, but it was one of those never-to-be-forgotten events full of challenge from beginning to end.

Huge Field

The ATLAS on the other hand was run in strict conformance with all code regulations, drew a tremendous field of 163 cars which were then alternately lulled with slow speeds and razzle-dazzled with three or four instructions within a distance of a deep breath. In both events--as indeed in most all rallies these days, keen powers of observation won out over precise navigational prowess. The cycle has now swung completely away from the 10 or 12 seconds total error type event to the point where those who were turning this kind of performance less than a year ago are now sometimes happy to report as many minutes on their score cards.

The folks at Astro did a great job in running this open event as their first major contribution to the rally scene. From the way they ran this one it looks as though we may have a prospective sponsor for either an October or a December date for the SCCSCC championship date. How about it Astro?

You observant-type readers may have noticed the change in the by-line on ye olde RALLY 'ROUND. We are no longer running in double harness. Facing me now is the chore of locating a navigator who will put up with a used driver with a tired T-Bird. Any suggestions?

This week-end is full of good events near and far from Southern California. For those not wishing to travel to Arizona for SCCA's GREAT CANYON or to Bakersfield for the Central California championship rally, there's Lockheed's prep for the 24 HOUR, the 2,4 on Saturday afternoon and AHOC's RALLYE APRIL FROLIC on Sunday morning. All or any part of this activity should put us in shape for the April championship rally on the 25th, Long Beach MG Club's GREAT WESTERN V.

Various Rally Results

SANTA MONICA FCCA TARGA FLORIO APRIL 4-5, LARRY HARRIS RALLYMASTER 32 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Harold Guess	Bert Johnson	NRSCC	MG TF	1:44:01
2.	Flo Schumann	Charlie Schumann	SWSCC	A-H	2:04:19
3.	Tip Gruver	Jiggs Schwab	RM	Peerless	2:12:51
4.	Stan Johnson	Ron Going	SMFCCA	Alfa	2:21:18
5.	Ed Lynch	Betty Lynch	SMFCCA	Jag	2:22:43
6.	Russ Smith	Bob Cole	NRSCC	MG A	2:23:18
7.	Bill Costley	Bob Stake	CPCCA	VW	2:24:31
8.	Duane Sparks	Ted Sparks	RM	T-Bird	2:29:26
9.	Jan Woodard	Earl Woodard	RM	Corvette	2:32:51
10.	Julie Dearth	Betty Hill	NRSCC	MG A	2:45:42

ASTRO SCC ATLAS APRIL 12 BILL RECTOR RALLYMASTER 163 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Dick Bauer	Bob Dunn	Convaire	Porsche	1.08
2.	Don Hall	P. Gordon Brinkson	Convaire	TR-3	5.76
3.	Dick Lovell	Carol Lovell	SMFCCA	Porsche	6.21
4.	Louis Knapik	Mary Ann Knapik	SO BAY	Morgan	6.58
5.	Dick Mobraaten	Dick Elms	Convaire	Jag	7.34
6.	Bob Wood	George Taylor	SDSCC	Jag	8.90
7.	Duane Sparks	Larry Harris	SMFCCA	T-Bird	9.95
8.	Glen Peters	Barbara Peters	Ryan	TR-3	10.98
9.	Gene Hickcox	Gundi Hickcox	Imp. Unan	Spride	11.55
10.	R. T. Borden	R. T. Warner	MBOC	XB	12.70

Thumbnail Road Test

Lancia Appia: Luxury in an Economy Car

The level of workmanship in a Lancia Appia (from Hoffman of Calif.) is the best we have ever seen, but therein lies a strange problem. The fact that the Appia gets close to 35 miles per gallon on standard gasoline puts it nicely into the economy car class. This, however, is offset by an initial price of slightly over \$2900, delivered.

The Lancia Appia seems to be best considered as an excellent car for the person who wants a small import, one that is economical to run and yet has impeccable workmanship and handling.

Performance-wise, the little V-4 engine, rated at 43.5hp at 4800 rpm, seems quite adequate for the size and weight of the car, but there is only so much that one can expect out of a tractable 1090cc engine. To the sports car aficionado the Appia, as any

economy-type car, cries out for more power. Lancia has thoughtfully provided the Aurelia and Flaminia models, much more potent machines, and costing quite a few more bills.

The road-holding and handling of the Lancia grand prix machines has become a byword, and it shows up well even in the relatively light and inexpensive Appia sedan. The steering is quite firm and very positive. When you lay the car into a fast, sweeping bend, it goes exactly where you steer it....no more and no less.

If you want a small car, one that is easy to maneuver through traffic and to park, and yet is tops for comfort and workmanship, we can highly recommend the Lancia Appia as either a 1st or 2nd car. —WRC SHEDENHELM.

3 BIG RACES FOR CHICAGO

CHICAGO, April 15 -- A new two-year contract with the United States Auto Club and Meadowdale International Raceways assures Chicago of three major professional sports car races per year.

The season is scheduled to be launched Memorial Day week-end, with a second race on the Fourth of July week-end and the final event on the Labor Day week-end.

Kids, Watch Out With Tiny Autos

Micro-midgets, quarter-midgets, and other models of the tiny gasoline engine powered cars that have become so popular with the pre-teen age set are legal only when used on private property.

Bradford M. Crittenden, commissioner of the California Highway Patrol, declares that illegal use of the tiny vehicles has become widespread and expressed the hope that "parents will fulfill their responsibility and see that their children keep these toys off public streets and highways."

Rallies

APRIL

18-19---SCCA GREAT CANYON RALLY nat'l. champ. event. April 18th 5 A.M. Tucson, Ariz. April 19 7 A.M. Grand Canyon, ends Phoenix. \$20, Ariz. Border Region SCCA P.O. Box 5311, Tucson, Ariz.

18-----Lockheed SCC 2.4 RALLY short nav. nite prep for 24 Hour, Glenn Hurd GI 3-6980.

19-----AHOC RALLYE APRIL FROLIC, 4-1/2 hr. nav. with SOP class, Danny's Carmenta & Anaheim-Telegraph Rd. Whittier 9:00 AM, \$2 Jerry Gugerty, RM, EX 4-6248.

25-----LBMG GREAT WESTERN V. SCCSCC champ. event, 6 AM Stonewood Shopping Center, Firestone & Lakewood, Downey, \$5, post \$6. Walt Harper RM UN 4-8378.

MAY

3-----South Bay FCCA INAUGURAL II, SCCSCC open rally, Harvey's 1-1/2 miles east of Long Beach freeway on Firestone, Downey, 8:01 AM \$5, post \$6, Tom Higgins RM NE 2-7572.

3-----Tri-Counties SCC TOURNAMENT BOWL SLALOM 3443 Saviers Rd. Oxnard 9 AM, safety inspection, \$4, Cal Ventura MI 8-6974.

2-3-----SCCA PRESS ON REGARDLESS (Detroit) nat'l champ. rally.

9-----Santa Anita FCCA T.S.D. RALLY nite nav, 7 PM Sierra Madre & Paloma, Pasadena, \$2, Ken Bundy SY 8-0279.

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\$30,000 in Lap Prizes at Indy

INDIANAPOLIS, April 15--Drivers in the starting lineup for the 43rd annual 500-mile race at the Indianapolis Motor Speedway May 30 were assured today of lap prize money totalling \$30,000.

The fund has been fully subscribed for the 14th straight year. This means the drivers will receive \$150 for each lap they lead the field during the 200 trips around the two-and-a-half-mile course on race day.

FERRARI SOLD

John Edgar has sold his 4.9 Ferrari to Luigi Chinetti.

NO. CALIF. RALLY

Kings Highway Motor Club's Rally of Champions starts May 30 in Palo Alto, Calif.

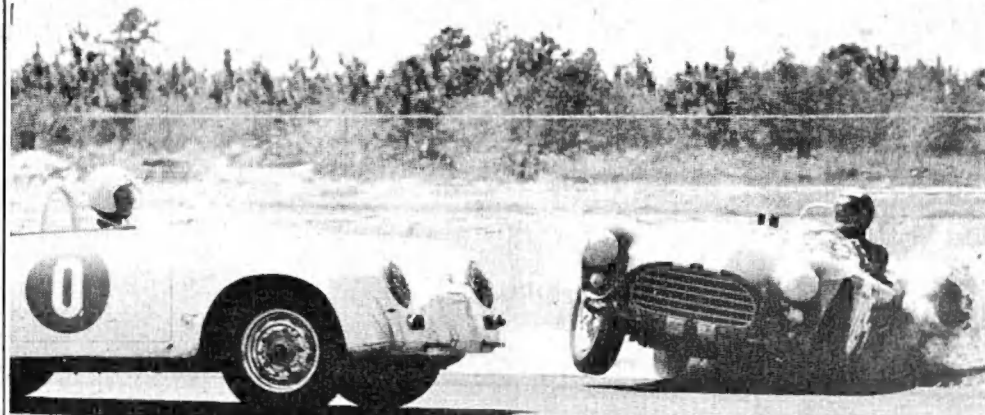
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CHUCK RICHERT, of Indianapolis, swerves his Porsche Carrera to barely miss Bob Steele's AC Bristol in the 11th lap of SCCA Pensacola sports car races. Richert later spun out to be passed by Steele--after which the lead was swapped again and Richert went on to win the second race. Other photo Page 3 - (Robert E. Fields Photo)

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NEWS- TIME VALUE



SKIP HUDSON, of Riverside, Calif., right, goes over pre-race instructions at Daytona Beach Intl. Speedway. In new course's first sports car race, he and Santiago Gonzales, Havana, placed 6th overall in 2939cc GT Ferrari Berlinetta. Other photos, front cover. (Photos by Jack Brady)

Daytona Sports Car Chart

FINAL RESULTS OF THE USAC-FIA SPORTS CAR RACE, DAYTONA INTERNATIONAL SPEEDWAY, 3.81-MILE COURSE, INCLUDING 2.5 BANKED TRACK AND 1.31 PAVED INFIELD ROAD COURSE.....CALLED AT 147 LAPS - 560.07 MILES. Leader received checker flag 6:48 P.M. Average speed for complete distance of 560.07 - 93.345mph.

Cars running on course that received checkered flag at finish:

Driver	Make of Car	Laps Comp.	Pos. Awarded
von Dory-Mieres	1498 Porsche	147	1
Bunker-Said	1498 Porsche	146	2
O'Shea-Pabst	4300 D-Jaguar	146	3
Katskee-(no co-driver)	4412 Ferrari	142	4
Roberts-Moody	5100 T-Bird	138	5
Gonzales-Hudson	2939 Ferr Berl	138	7
Kaperonis-Sergeant	4600 Astari-Corv.	127	8
Cattini-(no co-driver)	747 Fiat-Abarth	121	9
Thiele-(no co-driver)	747 Fiat-Abarth	120	10
Cussini-(no co-driver)	747 Fiat-Abarth	119	11
Stiles-Findlay	948 Sprite	107	14
Pfisterer-(no co-driver)	1100 Lotus	98	15
Saidel-Manseu	1220 Jomar	88	19
Love-Sutton	1971 AC Bristol	86	20
Moody-Daigh	5100 T-Bird	40	21

CARS IN PITS AND GARAGE UNABLE TO RECEIVE CHECKER FLAG AT FINISH

Casner-Lilly	2953 Ferrari	137	6
(Pitted and to garage area at 6:35 p.m. with broken distributor)			
Gomez-Mena-Montalo	2939 Ferr. Berl.	116	12
(Pitted and to garage area at 5:38 p.m. - engine blown, smoking badly - without brakes for previous hour)			
Shelby-Ruby-Krause	4500 Maserati	110	13
(Pitted and to garage area at 5:20 p.m. - broken oil line - Shelby relieved Ruby when #46 went out)			
Shelby (#46)	4500 Maserati-Corv.	98	16
(Pitted and to garage area at 4:48 p.m. - broken drive shaft)			
Windridge-Holbert	5562 Lister-Scarab-Corv.	96	17
(Pitted and to garage area at 5:10 p.m. - broken drive shaft)			
Foyt-(no co-driver)	5600 Lister Corv.	93	18
(Pitted and to garage area barely moving at 4:35 p.m. - rear end break-down)			
R. Rodriguez	1500 OSCA	30	22

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DAYTONA PIT SCENE---Bill Krause, Compton, Calif., left, drove a Maserati and D-Jaguar, neither of which finished Florida race. He dons helmet while a mechanic tries to work out a cramp from Lloyd Ruby's leg. Bill was teamed in Maser with Ruby, early leader.

(2:05 p.m. pitted and to garage area with broken connecting rod)		
Utsman	5200 Buick Special	22
(1:50 p.m. pitted and to garage area - blown engine)		
Krause	4300 D-Jaguar	13
(Pitted and to garage area 1:20 p.m. - broken clutch)		
J. Rathmann-Daigh	6300 Maser-Pont.	11
(Pitted and to garage area with blown engine in first half hour)		
Daigh	4846 Ferrari	7
(Broken drive shaft)		
Goldsmith-	5200 Kurtis Corv.	4
(Engine failure)		
Constantine	4200 DBR-2 Aston Martin	1
(Cracked piston - 1st lap)		